Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

313

INTELLOFAX / CLASSIFICATION SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT [redacted] 50X1-HUM

CD NO.

COUNTRY Yugoslavia

DATE DISTR 6 DEC 51

SUBJECT Vicko Krstulovic Shipyard at Split

NO. OF PAGES 5

PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW) 1

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO.

50X1-HUM

FILE COPY

DO NOT CIRCULATE

[redacted]

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

[redacted]

1. The Vicko Krstulovic Shipyard is located in a suburb of Split called Poljud. The shipyard was operated before World War II and is commonly called "Skver".

2. The shipyard employed about 3,500 workers, and there were, in addition, several hundred office employees. The Director of the shipyard was Lieutenant Colonel Nikola Aradjic, and the Secretary General and Administrator of the shipyard was a certain Prkushic, a non-Communist who was a naval officer prior to World War II. Prkushic is a technician.

3. The shipyard employed numerous engineers and naval architects. The chief of the engineers and architects was a certain Roje, an engineer. The supervising engineer was a certain Lebedanski [redacted]

[redacted]

4. [redacted] buildings of the shipyard: 50X1-HUM

a. A check room where all persons entering the shipyard are checked. The employees of the shipyard have a pass. There was also a unit of firemen in this check room. 50X1-HUM

b. A new building [redacted] to house the offices of the management. The building is supposed to be completed during 1951.

c. A wooden building where cars and trucks of all military units in Split were repaired.

d. A four-story warehouse called the Central Warehouse.

e. The carpenters' workshop, a pre-World War II building.

f. The Technical Drawing Section where the plans were drawn for machinery and other objects which were made in the shipyard workshops.

CLASSIFICATION CONFIDENTIAL

STATE #		X	NAVY #		X	NSRB		DISTRIBUTION									
ARMY #		X	AIR #		X	FBI											

Document No. 005
No Change in Class. ✓
☐ Declassified
Class. Changed To: TS S C
Auth.: NR 70-2
Date: 17 AUG 1978 By: [redacted]

50X1-HUM

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

50X1-HUM

g. A building [redacted] into which the blacksmith shop will be moved. The first floor will be used by the Projects Drawing Section. The building is scheduled to be completed during 1951. 50X1-HUM

h. Workshop for the locksmiths.

i. The workshop where electric motors and other machine tools were repaired. There were about 50 workers in this building.

j. The blacksmith shop.

k. The machine shop [redacted] The machine shop will be moved into the building described in "P" below. 50X1-HUM

l. Painters' shop.

m. Plumbers' workshop.

n. Electricians' workshop.

o. The building housing the electric transformer. The electric power was provided by the Jadro Power Plant. 50X1-HUM

p. A building [redacted] which will house the machine shop. The second floor of the building is to be used as an assembly hall.

q. The foundry, which was completed in 1950.

r. Pattern workshop.

s. Decorators (sic) workshop.

t. A wooden building where ration cards were distributed to the employees of the shipyard.

u. The barracks for about 80 soldiers who were technicians and had been assigned to various workshops of the shipyard.

v. A building which housed the offices and living quarters of the men of a KNOJ unit which guarded the shipyard. There were ten guard posts around the shipyard. The shipyard was surrounded on the east and west by a barbed wire fence, on the south by a wall, and on the north by the sea.

w. The Central Pier. About one-half of the pier was concrete and the other half was constructed on pontoons. A narrow gauge track was on the concrete portion of the pier. The pier connects the main part of the shipyard with the floating dock.

x. Two smaller piers which flank the central pier. Each pier had narrow gauge tracks. On the pier to the east there was an electric crane.

y. The floating dock which had two movable electric cranes. The floating dock was guarded by KNOJ guards.

5. In addition to the buildings above, the shipyard had the following buildings located outside the yard:

a. A craftsmans' school in Poljud near the shipyard. The school was organized as a boarding school, and students had to attend three years to graduate. For the workers who did not have any professional education the school had a course to train skilled workers which lasted three months, and a course to train semi-skilled workers which lasted six months.

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

50X1-HUM

b. The workers' club which was located at Lovret in Split. The club had a motion picture theater, a dance hall, an orchestra, a choir, and its own soccer team.

c. The Hotel Solonae in Split which accommodated about 80 workers. There was a workers' mess in the hotel.

d. A workers' colony which consisted of three buildings housing about 350 workers. The colony was located near the shipyard.

6. The Machinery Department of the shipyard managed the following shops: machine shop, the foundry, and the pattern workshop. The Manager of the Machinery Department was Mario Matkovic, a former mechanic, The Department Engineer was Ante Jelaska, and the Technical Manager was Lino Pavica, a former mechanic.

7. The chief of the machine shop was Ante Bashic, a mechanic. The workshop had 350 workers divided among the following sections:

a. Drehbank (lathe) section, in which Lonko Jonic, Josip Kljakovic, and Bogdan Zavadlov were foreman.

b. Fressmaschinen (milling) section, in which Sveto Vitalic and Mario Kasa were foremen.

c. Bohrmaschinen (boring) section, in which Anto Milic was foreman.

d. Electric furnaces section

8. The following equipment was installed in the machine shop: 50X1-HUM

a. 24 drehbank (lathes), which varied in length from 100 to 700 cms., and which had a maximum diameter of 350 cms. All of the lathes were old. They were of various manufacture, [redacted] There were also some lathes of Yugoslav manufacture which had been made in the First of Maj factory in Zagreb. The lathes made in Zagreb had only 600 revolutions per minute. 50X1-HUM

b. 5 fresemaschinen (Cincinnati type) - (milling)

c. 3 stossmaschinen (slotting machines)

d. 5 hoblmaschinen (planing machines)

e. 5 bohrmaschinen (boring machines)

f. 4 electric furnaces for the steel.

9. The Works Department (Opremno Odelenje) had the following workshops: carpenters' workshop, electricians' workshop, painters' workshop, blacksmith shop, and plumbers' workshop. The manager of the Works Department was Milan Martin, and Niko Kaliterna and Stipe Jerkovic were technical managers.

10. The chief of the plumbers' workshop was Jozo Lozic. The workshop had about 110 employees. The workshop made final adjustments on various types of pipes which were to be installed on the ships, and it performed all types of plumbing tasks. The workshop had the following machine tools:

a. 4 lathes [redacted] which were 100 cms long. 50X1-HUM

b. 3 boring machines, one of which was of Soviet manufacture.

c. 1 seaming or folding machine.

d. 1 rolling machine

e. 3 plates (sic), each six meters long and five meters wide, which were used to bend the pipes.

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

11. The pipes used by the shipyard were supplied by a factory in Zenica-Vares.

12. During 1950 the shipyard completed repairs on numerous ships, among which were the following: LIVNO, RADENIK, NERETVA, SABAC [redacted] 50X1-HUM

13. On 15 April 1951 the following ships were under repair at the shipyard:

a. GORICA. This ship had already been in the shipyard seven months. The crankshaft (sic: drive shaft ?) of the ship had to be repaired, and since the shipyard did not have a lathe that was adequate to do the job, an improvised lathe was being used in an attempt to repair it. In spite of the efforts of a certain Mijic, and Radosav Stela, who were considered to be the best workmen in the shipyard [redacted] 50X1-HUM [redacted] there was little possibility that the shipyard would be able to effect the repairs. 50X1-HUM

b. VOJVODINA, which had been under repair for one year. Repairs were being made on its engine.

c. PARTIZANKA, which, prior to World War II, was called the PRESTOLONASLEDNIK PETAR. The ship was sunk by a mine in April 1941 and was refloated in the autumn of 1950. The water did not destroy the engines, and repair of the engines and the ship was underway [redacted] The ship 50X1-HUM is to replace another PARTIZANKA which was destroyed by a fire in the harbor of Split and then was dismantled in 1949.

d. UGLJEN

e. Several small ships.

14. In 1950 the shipyard received orders to construct six ships which would be used in coastal navigation. The ships were supposed to be completed by 1 May 1951. The bodies for the ships were completed, but only two engines for the ships were completed. The shipyard made the engines, except for the crankshafts [redacted] and the propeller drive 50X1-HUM shafts which were made in Rijeka. The crankshaft was 600 cms. long, and the diameter of the crankshaft bearing points was 185 mms. The two ships had been supplied with engines were towed to Rijeka where the work was to be completed. [redacted] the six ships were about 25 meters 50X1-HUM long and about 8 meters wide.

15. [redacted] the management of the shipyard is efficient, and 50X1-HUM [redacted] the work is organized professionally. There was, however, a shortage of spare parts for machine tools.

16. The working hours in the shipyard were from 6 a.m. to 2 p.m., but some sections of the Machinery Department worked two 8-hour shifts: from 6 a.m. to 2 p.m., and from 2 p.m., to 10 p.m. The workers were often requested to work two to four hours overtime, and they received time and a half for it.

17. Workers cards were stamped when they arrived and when they left the shipyard. Unjustified absences were punished, usually by withdrawing the person's ration card for several days.

18. The workers were divided into nine pay classes, according to their skill. [redacted] 50X1-HUM

a. 4th Class 15 dinars per hour
b. 6th Class 19.5 dinars per hour
c. 7th Class 24 dinars per hour
d. 8th Class 26 dinars per hour
e. 9th Class 28 dinars per hour

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0

19. Prior to 1950 all of the workers and foremen belonged to the union of shipyard workers. In 1950 they were transferred to the union of the metallurgical workers. Membership was compulsory for all the workers, who had to pay union dues according to the pay class to which they belonged. The workers of the 4th Class paid 30 dinars per month, and the workers of the 7th Class paid 60 dinars per month. The unions were strongly disliked by the workers.

50X1-HUM

20. [redacted] political pressure on the workers was decreasing. There were many workers who were not punished when they refused to attend political lectures, or when they refused to apply for membership in the Communist Party, or even when they refused to work "voluntary" unpaid overtime which was requested by the Communist Party Committee at the shipyard.

50X1-HUM

21. [redacted] no more than 30 to 30 percent of the workers at the shipyard were members of, or candidates for membership in, the Communist Party. In one section of the Machinery Department there were only 20 members of the Communist Party out of 60 workers, and [redacted] only 50X1-HUM two of the 20 took the ideology of Communism seriously. Most of them joined the Party because of pressure, or to assure more rapid promotions for themselves. In the plumbers' section there were only 25 to 30 Communists out of 110 workers.

22. The morale of the workers was low, and the following were their most common complaints:

a. Low wages and low standard of living.

b. Small food ration.

c. Special privileges, especially more rapid promotions, which were given to members of the Communist Party.

d. Pressure from the Communist Party Committee at the shipyard to attend political lectures and to work "voluntary" overtime.

e. The obligation to work overtime.

f. Compulsory membership in the union.

g. The distrust engendered by spying among members of the organization, and the punishments inflicted for even slightly anti-Communist remarks.

h. The fact that the workers were not permitted to change their employment without written permission from the shipyard authorities.

23. [redacted] Yugoslav shipyards according to their importance as follows: Rijeka, Split, Polj, Kraljevica, and Korcula. The shipyard at Korcula was a military shipyard, working mostly on the construction of motor patrol boats. 50X1-HUM

50X1-HUM

[redacted]

Sanitized Copy Approved for Release 2011/06/01 : CIA-RDP82-00457R009300280006-0